MONTANA LEGISLATIVE HISTORY

Chapter 436 1971

Bill H 426 S _____ Original bill & history ___C

H. Committee on Business Indust.,		S. Committee on Public Health Welfare and Safety	
Hearing Date(s) Feb 03	✓C	Hearing Date(s) Feb 22	✓C
_____	___C	_____	___C
_____	___C	_____	___C
_____	___C	_____	___C
Date Out Feb 03	✓C	Feb 22	✓C

Did this bill originate in an interim committee? ___Yes ___No

Committee _____ Report _____

BUSINESS AND INDUSTRY COMMITTEE

February 3, 1971

The 12th meeting of the Business and Industry Committee was held Wednesday morning at 10:30 in Room 433-4 of the State Capitol Building with Chairman Worden presiding.

All members were present except Representative Selstad.

House Bill 313 was presented by Rep. Marbut, chief sponsor. There were no other proponents and no opponents.

House Bill 482 was presented by Rep. Dye, sponsor. Proponent was Robert E. Champion representing the Montana Highway Commission. There were no opponents.

House Bill 426 was presented by Rep. James Murphy, sponsor. Proponents were Jerry Gamroth representing Northern Ski Area Operators Assn. and Rainy Mountain Ski Area; LeRoy W. Schultz representing the United States Forest Service; John H. Morrison, Montana Society of Engineers. Other proponents representing various ski areas around the state introduced themselves and went on record in support of the bill. There were no opponents.

House Bill 494 and 495 were both presented by Rep. James Murphy, sponsor. There were no other proponents. Opponents were Jerome T. Loendorf, Donald W. Larson, and Robert A. Durkee all representing the Montana Tavern Association; and Phil Gunn representing The Montana Innkeepers' Association.

Action was then taken on the following bills:

HB325...Rep. Burnett moved DO NOT PASS. Rep. McGrath seconded the motion, and it was carried.

HB342...Rep. Burnett moved DO PASS. The motion was seconded and carried.

HB426...Rep. Patrick moved to approve the amendments and DO PASS AS AMENDED. The motion passed.

HB494...Rep. Burnett moved DO NOT PASS. The motion was passed.

HB495...Rep. Mehrens moved DO NOT PASS. Rep. Burnett seconded the motion, and it was carried.

NATIONAL SKI PATROL SYSTEM, INC.

Affiliations
UNITED STATES SKI ASSOCIATION
NATIONAL SAFETY COUNCIL
ADVISORY COMMITTEE (U.S. ARMY) ON MOUNTAIN AND ARCTIC WARFARE

NORTHERN ROCKY MOUNTAIN DIVISION

2408 Skyline Dr.
Missoula, Mt. 59801
Feb. 2,1971

Hon. Bill Worden, Chairman
Business and Industry Committee
Montana Legislature
Helena, Montana

Dear Mr. Worden:

The purposes of the National Ski Patrol System are to provide first aid andd evacuation of injured skiers for ski area managements and the skiing public, and to promote ski safety. In support of this latter purpose, I would like to voice our endorsement of HB 426, which would provide for a safety board for ski lifts.

All of the ski areas in Montana are served by National Ski Patrol members, and as an officer I have visited most of them. I have noticed hazardous ski lift operations in some areas during these visits at various times. Often these hazards result from a failure by the manager to recognize them, and generally he will correct them immediately when they are brought to his attention... if they are simple. Sometimes an operator will recognize a situation as potentially hazardous, but fail to correct it claiming mechanical impossibility, unbearable expense, or other incere by often unfounded excuse. A well-informed, sympathetic Ski Lift Safety Board could provide a needed service to the area manager and the skiing public by not only assisting the area manager to recognize hazards, but by giving him the benefit of their cumulative experience in feasible, economical suggestions for correcting thepproblem. I have yet to meet an area manager who was unconcerned about lift safety, nor whom I believe would fail to welcome constructive, feasible remedies for his problems. But, there are a few ski areas in Montana who do need a nudge by some regulatory authority, accompanied by positive recommendations for correction. There have been serious lift accidents in Montana, and in the public interest these should be reduced to an absolute minimum of probability.

The citizen who purchases a lift ticket in Montana is entitled to expect some minimum level of safe operation, and this could be best accomplished by the State. A large number of citizens are affected, for a common method of estimating the "ski population" is to multiply the average number of skiers on the slopes on weekend days in midwinter by 3. This method estimates 6,000 skiers in Missoula alone!

I very much hope this public safety bill receives the strong endorsement of your committee.

Sincerely,

Mark J. Behan, Director
Northern Division (Mont.-Wyo.), NSPS

CONTRIBUTIONS ARE DEDUCTIBLE FOR FEDERAL INCOME TAX PURPOSES

UNITED STATES FOREST SERVICE STATEMENT ON HOUSE BILL NO. 426

The Forest Service administers ten (10) National Forests in Montana, each of which has one or more ski areas in whole or in part on Forest Service administered lands. The passenger tramway facilities on these Federal lands, where the Forest Service is the authority having jurisdiction, have a formal safety program covering the design, construction, maintenance, and operation of passenger tramways. Many other ski areas in Montana have all their passenger tramways on State or private lands without any formal ski lift inspection program. At some ski areas that are partly on Forest Service administered land, one or more lifts may be wholly on private land. The Forest Service has no jurisdiction over these lifts. Those on, or partially on, public land have one type of lift inspection, and those on the State or private land may have no inspection program at all. This situation is confusing and is not providing for adequate public safety.

House Bill No. 426 will provide for standardization of safety requirements for passenger tramways regardless of whether they are on Federal land, State land, or private land, and will safeguard the life, health, property, and welfare of the citizens of Montana while using these passenger tramway devices. This bill provides for using a nationally accepted set of aerial passenger tramway safety requirements as guidelines for administering this safety program. These standards were developed by people from all aspects of tramway design, construction, maintenance, and operation.

It is a policy of the Forest Service to cooperate with all appropriate State agencies in matters where we would have joint jurisdiction over facilities such as passenger tramways on lands administered by the Forest Service within a State.

The Forest Service favors enactment of House Bill No. 426 on the basis that it will provide a more formal approach to, and public record of, these coordinated efforts.

DRAFT OF MONTANA SOCIETY OF ENGINEERS STATEMENT CONCERNING HOUSE BILL NO. 426, A BILL FOR THE CREATION OF A PASSENGER TRAMWAY SAFETY BOARD.

The Montana Society of Engineers is an organization composed of professional, registered engineers engaged in the public and private practice of engineering in the State of Montana. Our membership consists of about 500 members.

Our members are in favor of this bill as it will provide for the safeguard of life, health, and property of the citizens of Montana while using passenger tramways operated in the State of Montana.

This bill will provide for engineering inspections by registered, qualified engineers during the construction, maintenance, and operation of passenger tramways. It also provides that they be designed by registered, qualified engineers, but still leave the responsibility for the operation and maintenance of the aerial tramway to the area operator.

We thank you for your consideration,

Sincerely,

LEROY W. SCHULTZ
Member, Board of Directors
Montana Society of Engineers

Presentation by
John H. Morrison
P.E.

February 22, 1971
10:00 A.M.

The meeting was called to order by Chairman Flynn; roll call was taken, and a quorum being present the meeting proceeded.

HB #160. Rep. D.L. "Ike" Knudsen, chief sponsor, spoke briefly, pointing out the need for enrichment of flour. He introduced Helen Starina of the Department of Health, who presented a prepared statement, which is attached as EXHIBIT A. She also spoke briefly. Mr. Vern Sloulin of the Department of Health, stated there would be no extra cost, and Mr. Cato K. Butler, Administrative Assistant with the Department of Agriculture, stated this legislation is needed - and it couldn't do any harm. Mr. Francis Mitchell of the State Low-Income Organization, stated he had not heard of any opposition -- in fact many persons favored the bill.

There were questions by Bollinger, Deschamps and Mitchell, which were answered by Vern Sloulin and Helen Starina.

As there were no opponents, the witnesses were excused.

HJR #33. Again, Rep. Knudsen, as chief sponsor, explained the nature of the Resolution. He stated there would be legislation at the next session to ban detergents. He also stated that Canada is ahead of us in working to find a substitute for phosphates in detergents. There were no opponents, so Rep. Knudsen was excused.

HB #368. Rep. Gary Marbut, chief sponsor, stated this bill has passed the House, and that it is similar to SB #303. He stated he would like to have Section 7 deleted. Sen. Mitchell also stated he had some amendments which he would propose. There were no opponents.

HB #137. Rep. Walter J. Ulmer of Custer County, was chief sponsor and appeared asking favorable consideration of this legislation. He introduced Dorris Dietzen, Executive Secretary of the Board of Cosmetology, who stated this bill was drafted on the advice of the Budget Director and State Comptroller. She submitted copy of a letter from the Budget Director, and also copy of letter and charts from the Board of Cosmetology, attached as EXHIBIT B. There were no opponents - the witnesses were excused.

HB #426. Rep. J. Murphy, sponsor of this bill, was unable to be present, but he had arranged for witnesses to speak. Mr. Jerry Gamroth, Secretary, Northern Ski Operators Association, stated this is a good bill and it would not require any state funds. He stated there are only four states who do not have skiing regulations -- Alaska, Idaho, Montana and New Mexico. Mr. Wm. J. Plummer of Great Falls, said that in the past the Forest Service has required inspections of ski areas built on their land, and that he had not heard of any opposition. Mr. Harold Eagle, representing an engineering firm

stated that they inspect ski lifts on forest service lands, and feel this tramway bill is good. Mr. John Morrison, who said he has had over 30 years skiing experience, also spoke in favor of this legislation.

There were no opponents - witnesses were excused.

HJR #43. As this Resolution seemed to speak for itself, and there were no proponents or opponents, the committee in executive session, acted as follows:

HJR #43. Motion by Stephens, seconded by Hibbard, that HJR #43 DO PASS. Motion carried.

HB #65. Motion by Bollinger, seconded by Cochrane, that HB #65 BE CONCURRED IN AS AMENDED. Motion carried.

HB #68. Motion by Bollinger, seconded by Mitchell, that HB #68 BE CONCURRED IN. Motion carried.

HB #69. Motion by Bollinger, seconded by Mitchell, that HB #69 BE CONCURRED IN AS AMENDED. Motion carried.

HB #137. Motion by Hibbard, seconded by Bollinger, that HB #137 BE CONCURRED IN. Motion carried.

HB #160. Motion by Hibbard, seconded by Deschamps, that HB #160 BE CONCURRED IN. Motion carried.

HB #368. Motion by Mitchell, seconded by Bollinger, that the Amendments to HB #368 BE CONCURRED IN. Motion carried.

HB #368. Motion by Mitchell, seconded by Bollinger, that HB #368 BE CONCURRED IN AS AMENDED. Motion carried.

HB #426. Motion by Hibbard, seconded by Bollinger, that HB #426 BE CONCURRED IN. Motion carried.

HJR #33. Motion by Bollinger, seconded by Cochrane, that HJR #33 DO PASS. Motion carried.

There being no further business, the meeting adjourned.

Elmer Flynn
Flynn, Chairman

Duties of assessor—assessment of taxable property.

"84-406. **Time of assessment—motor vehicles—mobile homes—livestock**—*snowmobiles.* (1) The assessor must, between the first Monday of March and the second Monday of July in each year, ascertain the names of all taxable inhabitants, and assess all property in his county subject to taxation, except such as is required to be assessed by the state board of equalization, and must assess such property to the persons by whom it was owned or claimed, or in whose possession or control it was at 12 *midnight* of the first Monday of March next preceding. He must also ascertain and assess all mobile homes arriving in his county after 12 *midnight* of the first Monday of March next preceding. The procedure provided by this section shall not apply to:

Mobile homes.

Motor vehicles.

(a) Motor vehicles which are required by subdivision (2) hereof to be assessed as of the first day of January; but no mistake in the name of the owner or supposed owner of real property renders the assessment thereof invalid.

Livestock.

(b) Livestock being fed in feeding pens or enclosures which may by subdivision (3) of this section be assessed on an average inventory basis. Credits must be assessed as provided in section 84-101, subdivision 6.

"Special mobile equipment."

(c) Property defined in section 53-642 as "special mobile equipment" shall be subject to assessment of personal property taxes either on the date that application is made for a special mobile equipment plate, if that date falls between the first day of January and the first Monday of March, or on the first Monday of March.

Mobile homes in stock.

(d) Mobile homes held by a distributor or dealer of mobile homes as a part of his stock in trade.

Snowmobiles.

(e) Snowmobiles which are required by subdivision 4 hereof to be assessed as of the first day of January.

Motor vehicles.

(2) The assessor must ascertain and assess all motor vehicles, except mobile homes, in his county subject to taxation as of January 1 in each year, and the same shall be assessed to the persons by whom owned or claimed, or in whose possession or control such vehicle was at 12 *midnight* of the first day of January in each year. Provided that such tax shall not be assessed against motor vehicles which constitute inventory of motor vehicle dealers as of January 1, but said vehicles, and all other motor vehicles brought into the state subsequent to January 1, as motor vehicle

Dealer's inventory.

dealer's inventory, shall be assessed to their respective purchasers as of the dates said vehicles are registered by said purchasers, and purchasers means and includes dealers who apply for registration or re-registration of motor vehicles, except as otherwise provided by section 32-3315. Goods, wares and merchandise of motor vehicle dealers, other than new motor vehicles and new mobile homes, shall continue to be assessed at full and true value as of the first Monday of March.

Except that this paragraph shall not apply to an applicant for registration or re-registration of a mobile home, nothing herein contained shall relieve the applicant for registration or re-registration of any other motor vehicle so assessed or subject to assessment of the duty of paying taxes thereon as a condition precedent to registration or re-registration in the event said taxes have not been paid by any prior applicant or owner in all cases where required to be paid.

Feedlot livestock.

(3) The assessed value of livestock being fed in feeding pens or enclosures on the first Monday in March may be computed by adding the value of livestock more than six (6) months of age being fed on the last day of each month since the last assessment date and dividing the sum by twelve (12).

Snowmobiles.

(4) The assessor must ascertain and assess all snowmobiles in his county subject to taxation as of January 1 in each year, and the same shall be assessed to the persons by whom owned or claimed, or in whose possession or control such snowmobile was at 12 midnight of the first day of January in each year; provided, however, that snowmobiles which constitute inventory of snowmobile dealers shall be assessed to the dealers as of 12 midnight of the first Monday of March in each year."

Effective—tax year 1972 and thereafter.

Section 7. This act is effective for the tax year 1972 and thereafter.

Approved March 18, 1971.

CHAPTER NO. 436.

An Act Relating to the Inspection of Passenger Tramways; Providing for Creation of a Passenger Tramway

Safety Board, Term of Office, and Compensation of Board Members, Powers and Duties of the Board, Passenger Tramway Registration, Registration Fees, and Judicial Review.

Be it enacted by the Legislative Assembly of the State of Montana:

Policy to protect public in operation of tramways.

Section 1. In order to safeguard the life, health, property and welfare of the citizens of Montana while using passenger tramways, as defined in section 2 of this act, it shall be the policy of the state to protect its citizens and visitors from unnecessary mechanical hazards in the design construction and operation of passenger tramways, but not from the hazards inherent in the sports of mountaineering, skiing and hiking, or from the hazards of the area served by the skier or other sportsman; and that periodic inspections be required of passenger tramways with a view to assuring that each one of them meets the rules and regulations as set forth by the Montana state aerial tramway board. The state, through the passenger tramway safety board, shall register all passenger tramways in the state, establish reasonable standards of design, construction and operational practices and cause to be made such inspections as may be necessary in carrying this policy into effect.

Registration through passenger tramway safety board.

Definitions.

Section 2. As used in this act:

"Board."

(1) The word "board" means the passenger tramway safety board created by section 3.

"Industry."

(2) The word "industry" means the passenger tramway business activities of all those persons in the state who own, manage, or direct the operation of passenger tramways.

"Operator."

(3) The word "operator" means a person, including any political subdivision or instrumentality thereof, who owns, manages or directs the operation of a passenger tramway.

"Area."

(4) The word "area" means the area, terrain or ski slopes served by a passenger tramway.

"Passenger tramway."

(5) The words "passenger tramway" mean a device used to transport passengers by means of any of the following:

Two-car.

(a) Two-car aerial passenger tramway, a device used to transport passengers in two open or enclosed cars at-

tached to, and suspended from, a moving wire rope or attached to a moving wire rope and supported on a standing wire rope, or similar devices;

Multi-car.

(b) Multi-car aerial passenger tramway, a device used to transport passengers in several open or enclosed cars or carrying device attached to, and suspended from, a moving wire rope or attached to a moving wire rope and supported on a standing wire rope, or similar devices;

Skimobile.

(c) Skimobile, a device in which a passenger car running on steel or wooden tracks is attached to and pulled by a steel cable, or similar devices;

Chair lift.

(d) Chair lift, a type of transportation on which passengers are carried on chairs suspended in the air and attached to a moving cable, chain or link belt supported by trestles or towers with one of more spans, or similar devices;

J bar, T bar.

(e) J bar, T bar or platter pull, so-called, and similar types of devices or means of transportation which pull skiers riding on skis by means of an attachment to a main overhead cable supported by trestles or towers with one or more spans;

Rope tow.

(f) Rope tow, a type of transportation which pulls the skiers, riding on skis as the skier grasps the rope or wire rope manually, or similar devices.

Passenger tramway safety board created.

Section 3. There is hereby created a passenger tramway safety board. The board shall consist of six (6) appointive members, and one (1) ex officio member who shall be the state fish and game director. The appointive members shall be appointed by the governor, from persons representing the following interests: Two (2) members to represent the industry; two (2) members to represent the public at large; one (1) member who is an engineer licensed as such in Montana, and one (1) member who shall represent the United States forest service. The United States forest service representative shall be an engineer qualified in ski lift engineering and recommended by the Regional Forester in Region 1. The governor, in making such appointments, shall request and consider recommendations made to him by the membership of the particular interest from which the appointments are to be made.

Six members appointed by governor.

Engineer.

Terms of office.

Section 4. Of the first appointments, two (2) members shall be appointed for a term of one (1) year, two (2) for a term of two (2) years, and two (2) for a term of three (3) years and until their successors are appointed and qualified. All terms shall commence on July 1, 1971.

Vacancies.

Vacancies in the board shall be filled through appointment by the governor for the unexpired term. The appointive members of the board shall serve without compensation, but shall be reimbursed for their reasonable expenses incurred in their official duties. The members of the board appointed from the United States forest service shall serve for such period as such federal agency shall determine, and shall serve without compensation or reimbursement of expenses. Reimbursement shall be made from fees collected by the board for services rendered by it. The state fish and game director, as ex officio member of the board, shall serve without additional compensation, as a public official, shall supply the board with such office accommodation, space, equipment and secretarial assistance as he may in his discretion consider adequate for the board. Reasonable compensation as may be agreed upon from time to time by the state fish and game director and board shall be paid the fish and game commission for use of its office facilities upon the state fish and game director's demand.

Expenses.

Duties of state fish and game director—ex officio member.

Compensation.

Registration required for tramway operation.

Section 5. No passenger tramway shall be operated in this state unless it has been and continues to be registered with the board; provided, however, that the initial application for the registration of a passenger tramway shall permit the operator to operate such passenger tramway until final action on the application shall have been taken by the board; and if an operator files an application for the registration of a passenger tramway with the board which at that time is registered, then the operator may continue the operation of such passenger tramway under the existing registration until the boards takes final action on the pending application and shall have (a) issued a certificate to the operator, or (b) given written notice to the operator that the passenger tramway has not qualified for certification.

On or before October 1, 1971—application.

Section 6. On or before October 1, 1971, and each year following on or before October 1, every operator of a passenger tramway shall apply to the board, on forms prepared by it, for registration of the passenger tramways owned, operated, or managed by him. The application shall contain such information as the board may reasonably require in order for it to determine whether the passenger tramways sought to be registered comply with the intent of this act as specified in section 1 and the rules and regulations promulgated by the board pursuant to section 10.

Board issues certificates.

Findings.

Section 7. (1) The board shall issue to the applying operator registration certificates for each passenger tramway owned, managed, or operated by such operator when it is satisfied:

(a) That the facts stated in the application are sufficient to enable the board to fulfill its duties under this article; and

(b) That each such passenger tramway sought to be registered complies with the rules and regulations of the board promulgated pursuant to section 10.

Inspections.

(2) In order to satisfy itself that the conditions described in paragraphs (a) and (b) of subsection (1) of this section have been fulfilled, the board may cause to be made such inspections described in section 11 as it may reasonably deem necessary.

Supplemental application after October 1.

(3) When an operator installs a passenger tramway subsequent to October 1 of any year, such operator shall file a supplemental application for registration of such passenger tramway. Upon the receipt of such supplemental application, the board shall proceed immediately to initiate proceedings leading to the registration or rejection of registration of such passenger tramway pursuant to the provisions of this chapter.

Expiration—September 30.

(4) Each registration shall expire on September 30 of the year next following the year of issuance.

Display.

(5) Each operator shall cause the registration certificate for each passenger tramway registered to be displayed conspicuously at the place where passengers load.

Annual fees.

Section 8. The application for registration, or supplemental application, shall be accompanied by such annual fees as the board may fix from year to year, not to exceed the following annual fees: passenger tramways described in section 2 (5) (e) and (f), twenty-five dollars ($25) each; (c) and (d), fifty dollars ($50) each; (a) and (b), one hundred dollars ($100) each.

Deposit.

Section 9. All fees collected by the board shall be deposited in an earmarked revenue fund—passenger tramway safety account.

Board powers and duties.

Section 10. In addition to all other powers and duties conferred and imposed upon the board by this article, the board shall have and exercise the following powers and duties:

Rules and regulations.

(a) To adopt reasonable rules and regulations relating to public safety in the design, construction and operation of passenger tramways, but which shall not relate or pertain to an area served by a passenger tramway. In adopting such rules and regulations the board shall use as a guideline the standards contained in "The American National Standards Institute — Safety Requirements for Aerial Passenger Tramways". ANSI B 77.1—1970, as amended from time to time, or equivalent, and as amended or supplemented from time to time by the board, and shall not be discriminatory in their application to operators of passenger tramways, and shall hold hearings and take in all evidence relating to the adoption of these rules and regulations; and the board shall supply to each operator a copy of its rules and regulations and each amendment thereto or revision thereof.

Hearings.

Copies.

Subpoena power.

(b) To hold hearings and take evidence in all matters relating to the exercise and performance of the powers and duties vested in the board, subpoena witnesses, administer oaths, and compel the testimony of witnesses and the production of books, papers and records relevant to any inquiry;

Registrations.

(c) To approve, deny, revoke, and renew the registrations provided for in this chapter;

Prosecution.

(d) To cause the prosecution and enjoinder of all persons violating the provisions of this chapter and incur the necessary expenses thereof;

Officers and seal.

(e) To elect officers and adopt a seal which may be affixed to all registrations issued by the board;

Personnel.

(f) To employ, within the funds available, and prescribe the duties of a secretary and such other personnel as the board shall deem necessary.

Inspections.

Section 11. The board may cause to be made such inspection of the design, construction, operation, and maintenance of passenger tramways as the board may reasonably require. The board may employ qualified engineers to make such inspections for reasonable fees plus expenses. If, as the result of an inspection, it is found that a violation of the board's rules and regulations exists, or a condition in passenger tramway construction, operation or maintenance exists endangering the safety of the public, an immediate report shall be made to the operator whose passenger tramway has received such inspection and to the board for appropriate investigation and order.

Employment of engineers.

Report to operator and board.

Board order—finding of violations.

Section 12. If, after investigation, the board finds that a violation of this chapter or any of its rules and regulations exists, or that there is a condition in passenger tramway construction, operation, or maintenance endangering the safety of the public, it shall forthwith issue its written order setting forth its findings, the corrective action to be taken, and fixing a reasonable time for compliance therewith. Such order shall be served upon the operator involved in such violation personally or by registered mail at the board's election, and return shall be made as provided in the Montana Rules of Civil Procedure.

Service.

On failure to comply.

Section 13. If any operator fails to comply with a legal order, rule or regulation of the board, the board, at its election, may

Suspension.

(a) Suspend the registration of the affected passenger tramway until the operator complies therewith; or

Injunction.

(b) Bring injunctive proceedings in the district court of the judicial district in which the affected passenger tramway is located, to compel compliance therewith. In such proceedings the board shall not be required to post bond.

Appeal to district court.

Section 14. Any order of the board adverse to an operator may be appealed by the operator to the district court of the district wherein is located his passenger tramway which is the subject of such order, and said district court shall conduct a proceeding, de novo, and the decision of the district court shall be subject to appeal to the supreme court of Montana, as in civil cases.

Regulation.

Section 15. Passenger tramways shall not be construed to be common carrier or public utilities for the purposes of regulation within the meaning of the laws of the state of Montana.

Unlawful acts of passengers.

Section 16. It shall be unlawful for any person riding or using a passenger tramway to do so in such manner as to endanger the life and safety of other persons or cause damage to passenger tramway equipment.

Misdemeanor.

Section 17. Any person who violates section 16 shall be guilty of a misdemeanor.

Approved March 18, 1971.

APPROPRIATIONS AND RESOLUTIONS

ENACTED BY THE

Forty-Second Legislative Assembly

STATE OF MONTANA

1971